

**APPLICATION 2022-763 STAFF REPORT
COUNCIL PLACE SELF-STORAGE, CHANGE IN ZONING**

Pre Public Hearing Staff Analysis • October 2022



Location

7904 Council Place (Parcel ID: 227-371-82)

Ownership/Applicant

Matthews Beltway, LLC/CH Acquisitions, LLC

Zoning

Existing: B-1 (CD) Proposed: B-3 (CD)

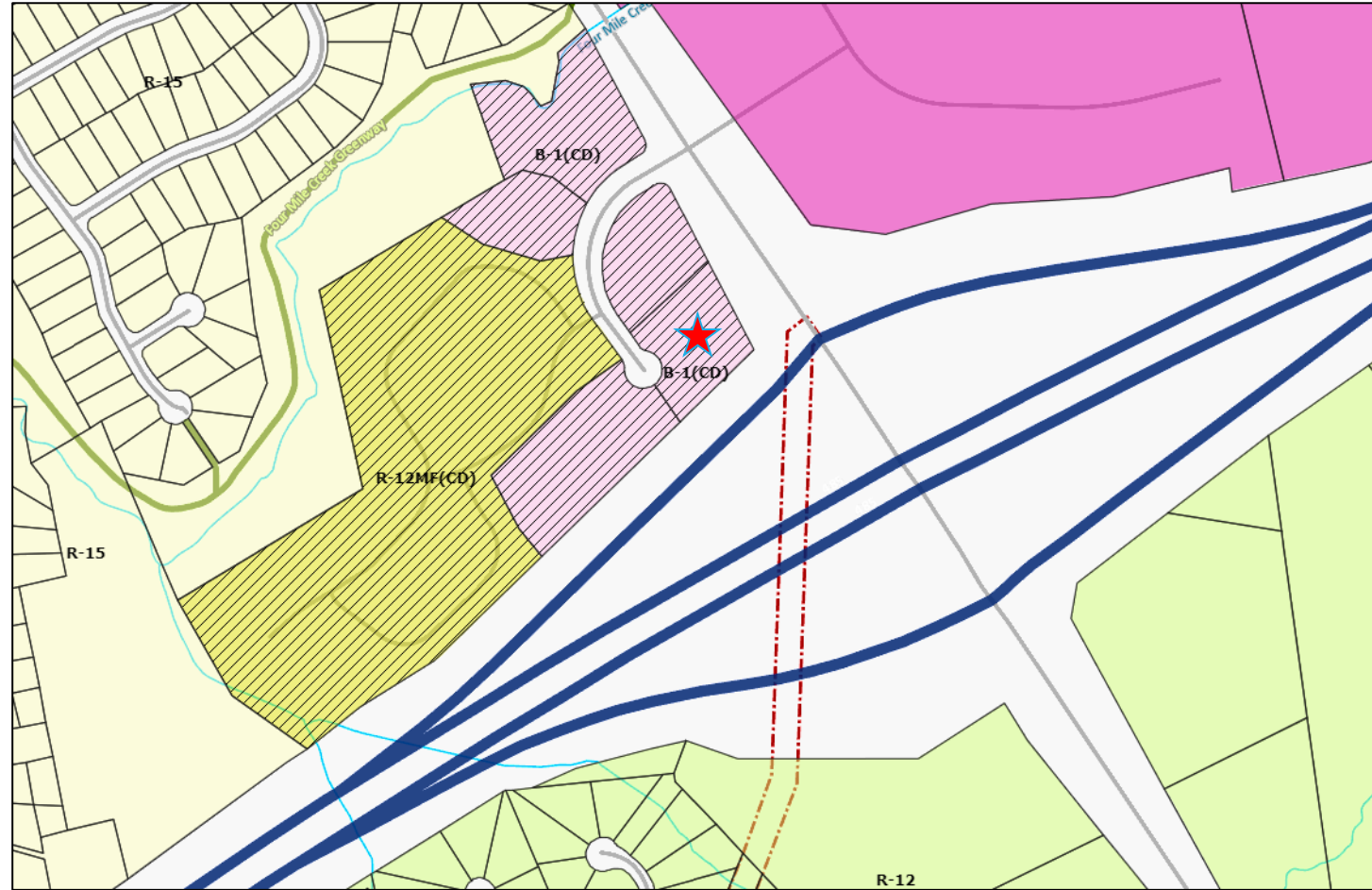
Use

Existing: The site is currently vacant.

Proposed: Self-storage (mini-warehouse) facility

Request Summary

The applicant proposes the development of a multi-story, climate controlled, self-storage facility that would contain a maximum of 99,000 square feet of gross floor area.



PROJECT AREA



STREET VIEW



LOOKING WEST AT THE CORNER OF THE 485 ON-RAMP AND E. JOHN ST.

SITE INFORMATION AND BACKGROUND

Site Summary

The project area is 1.5 acres.

The site is undeveloped. It is located at the southern terminus Council Place on the northwest quadrant of the East John St. – Interstate 485 interchange. To the north of the parcel is a small strip shopping center, to the southwest of the parcel is an vacant tract, and also located along Council Place is Creekside at Matthews Apartments.

Previous Zoning Actions

Rezoned to B-1 (CD) in March, 1999 as a part of the Matthews Beltway development.



PREVIOUSLY APPROVED REZONING 339

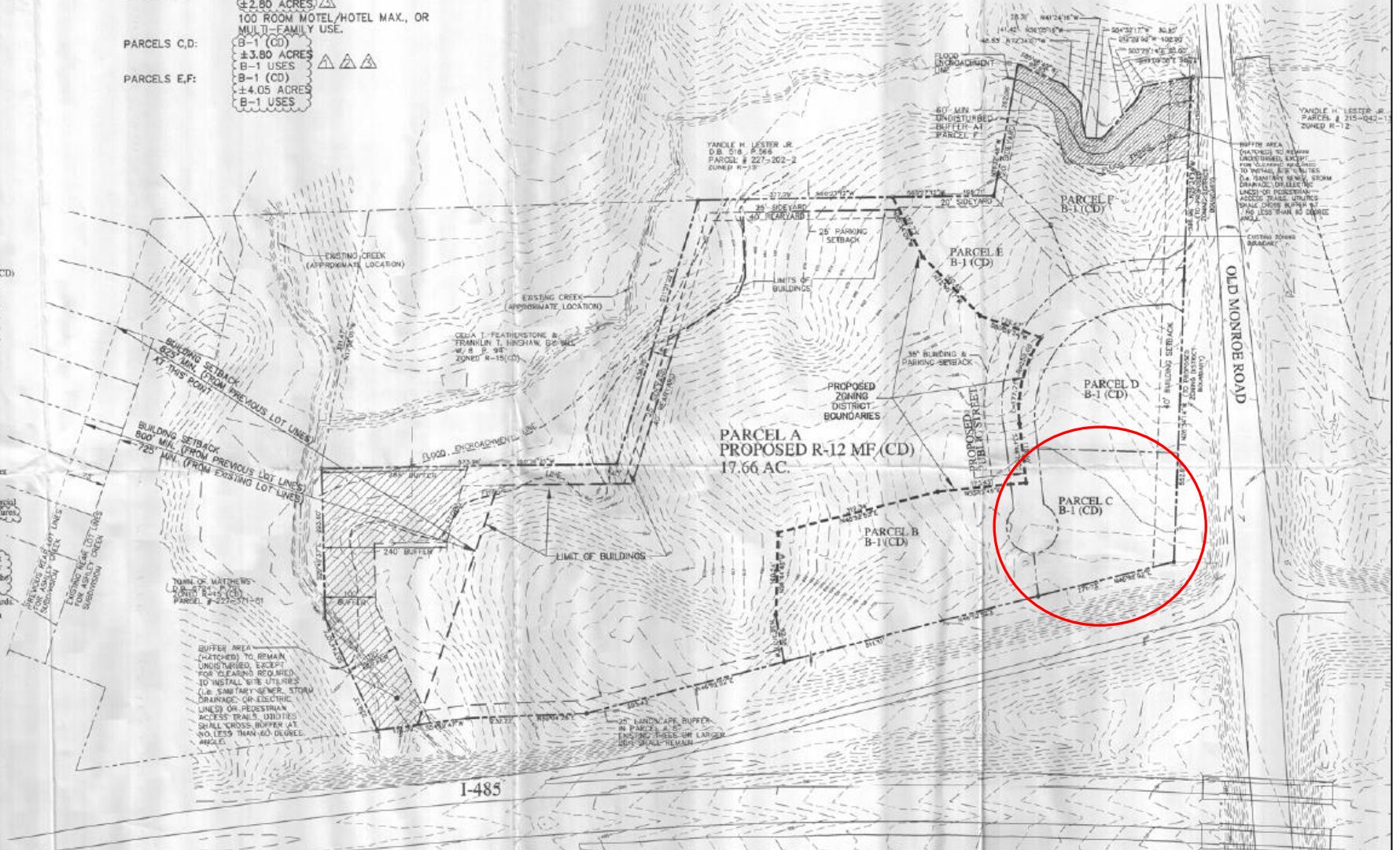
DEVELOPMENT NOTES

- This Technical Data Plan, Sheet RZ-1, establishes specific conditions for development of the site. Zoning district boundaries and sizes will be established in accordance with the notes and bounds labeled on the Technical Data Plan, Sheet RZ-1.
 - The size and shape of buildings shown on the Schematic Site Plan, Sheet RZ-2, are conceptual only. The final arrangement of buildings and parking areas on the site will be determined by final construction drawings. However, all development will conform to the conditions indicated on the Technical Data Plan, Sheet RZ-1.
 - Off-street parking and signage for the development shall be provided in accordance with the Town of Matthews Zoning Ordinance.
 - The commercial development shall be accessed via a public street connection to Old Monroe Road. The precise location of the road, including the intersection with Old Monroe Road, may vary slightly from that depicted depending upon final construction drawings, but shall not move more than 20 feet from the location shown on the Technical Data Plan. The street shall be designed and constructed in accordance with applicable state and/or local standards.
 - The proposed development shall consist of an apartment community and five commercial outparcels.
 - The outparcels shall not be allowed to have any direct driveway connections to Old Monroe Road. Access for each parcel shall be via the planned public street for the development.
 - Parcel F shall contain an undisturbed buffer along the northern edge of the parcel as shown. The depth of the buffer shall be a minimum of 50 feet and will increase to a minimum of 150 feet along the edge of the parcel adjacent to Old Monroe Road.
 - The proposed improvements (i.e. landscaping, street, parking lots, etc.) shall be installed on a parcel by parcel basis as development occurs.
 - Parcel E Building Height:**
The motel/hotel use is intended to be a facility which is residential in scale and thus limited to a maximum height of three stories.
 - The development data summary is as follows:
- | Parcel | Site Area (Excluding R/W) | Use | Max. Gross Bldg. Area/Number of Units | Zoning |
|--------------|---------------------------|----------------------------------|---------------------------------------|-------------|
| A | ± 17.45 AC | Multi-Family (any R-12 MF use) | 250 units | R-12 MF(CD) |
| B | ± 2.71 AC | Motel/Hotel, or Apartments | 100 room Hotel, or Apts. | B-1 (CD) |
| C | ± 1.48 AC | out parcel (B-1 use) | | B-1 (CD) |
| D | ± 1.61 AC | out parcel (B-1 use) | | B-1 (CD) |
| E | ± 1.33 AC | out parcel, Office or Apartments | | B-1 (CD) |
| F | ± 2.40 AC | out parcel (any B-1 use) | | B-1 (CD) |
| | ± 1.32 AC | public road | | |
| TOTAL | 28.31 AC | TOTAL SITE | | |
11. Landscaping shall be provided in accordance with the Town of Matthews tree and landscape ordinance. In addition, large mature trees will be installed along Old Monroe Road and the proposed public street with a minimum height of 12 feet at time of installation, spaced not greater than 50 feet apart.
12. **Lighting:**
Maximum light fixture heights will not exceed 20 feet in residential areas and 30 feet in commercial areas. Lighting in commercial areas will be done by shielded fixtures or other types of light fixtures that direct light downward.
13. **Design Standards for PARCEL A:**
(Will also apply to Parcels B and E if apartments are developed in these parcels)
a. Front sides of buildings (facing parking lot or public streets) will have brick covering at least 25% of the total wall surface area (exclusive of windows, doors, and breezeways), and further defined by the attached front elevation of the apartment building. Any major variation from the attached elevation shall require approval from the Town of Matthews.
b. All buildings will have pitched roof and the building heights will not exceed ordinance standards.
c. Trash compactors and/or dumpsters will be screened with solid walls or fences with gates to a minimum height of 6 feet.
d. All electric, gas, telephone, and cable television lines will be installed underground.
e. All buildings will be designed to have a consistent style and character throughout the Parcel.
f. Tennis courts, if installed, will not be located in Parcel A.
g. Ground mounted mechanical and utility equipment will be visually screened with evergreen shrubs.
h. The clubhouse/leasing office building will have brick covering at least 80% of the total wall surfaces on all sides, exclusive of windows and doors.
i. Apartment buildings will be located no closer to the rear lot lines of the Ashley Creek Subdivision than the dimensions indicated on the Technical Data Plan, Sheet RZ-1.
14. The preliminary agreement is (1) construct a left hand turning lane at the entrance into the development from Old Monroe Road, and (2) construct a 150 LF right hand deceleration lane to serve the proposed public street, said lanes to be built to approved public standards and finished prior to issuance of any occupancy permits.
15. It is intended that the apartment community and the out parcels function as a unified architectural theme. As such the outparcels buildings and the apartment community shall utilize similar and complementary building materials, colors, finishing details, landscaping and/or other architectural details to accomplish the design theme.
16. Boundary taken from Boundary Survey by Jack Christian & Assoc. dated May 6, 1998.
17. **Parcel E Building Height:**
Building heights in Parcels C, D, and F will not exceed 1 story for business uses, or 3 stories for office uses.
Parcel E will not exceed 3 stories.

SITE DATA

TOTAL SITE AREA: 28.31 AC.
EXISTING ZONING: B-1 (SCD)
PROPOSED ZONING: PARCEL A: R-12 MF (CD)
PARCEL B: B-1 (CD)
PARCELS C,D: B-1 (CD)
PARCELS E,F: B-1 (CD)

17.66 ACRES
250 MULTI-FAMILY UNITS
42.85 ACRES
100 ROOM MOTEL/HOTEL MAX, OR MULTI-FAMILY USE.
± 3.80 ACRES
± 4.05 ACRES

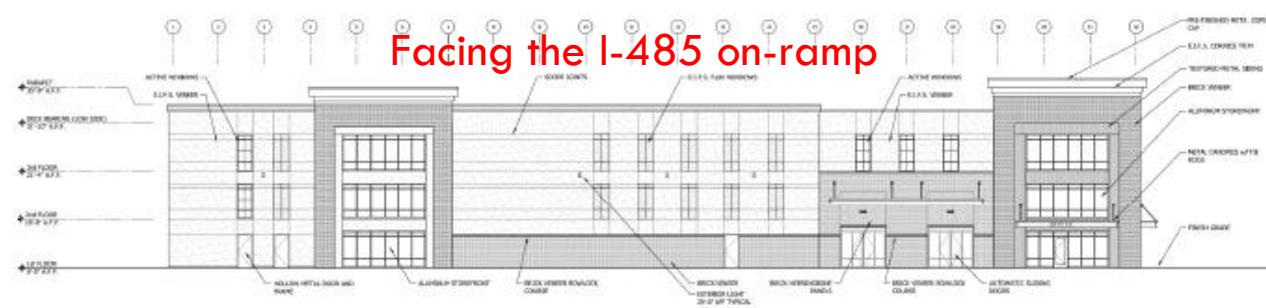


PROPOSED SITE PLAN AND CONDITIONS

- Proposed 99,000 square foot self-storage building with on-site office.
- The maximum height of the building on the site shall be 50 feet.
- Proposed enhanced landscape screening along E John street and I-485 ramp.
- All storage shall be located within the building, and outside storage of any type, including the outside storage of moving vans, trailers, vehicles and boats, shall not be permitted.
- Direct access to the individual storage units located in the building shall not be provided from the exterior of the building. Access to the individual storage units shall be provided by internal hallways.
- Doors to the individual storage units shall not be visible from the exterior of the building.
- The storage of hazardous materials is prohibited.

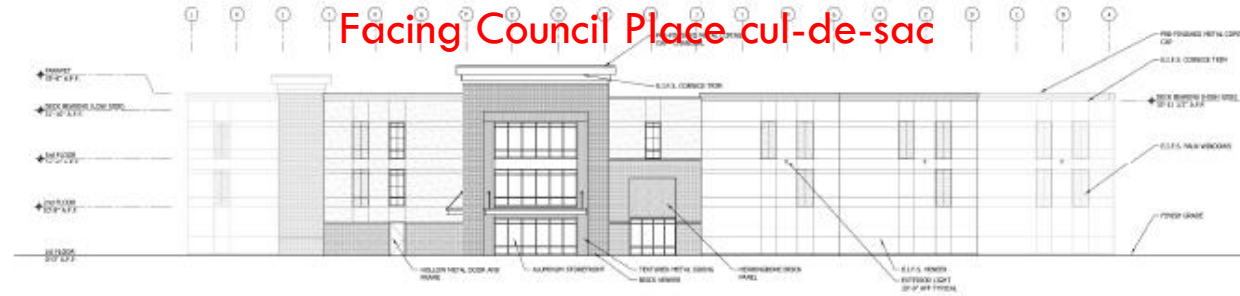
CONCEPTUAL ELEVATIONS

Facing the I-485 on-ramp



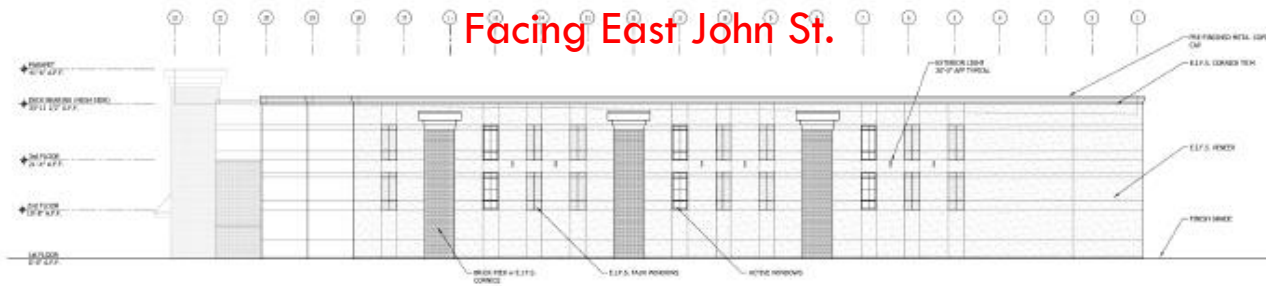
BUILDING ELEVATION - SOUTHEAST FACING

Facing Council Place cul-de-sac



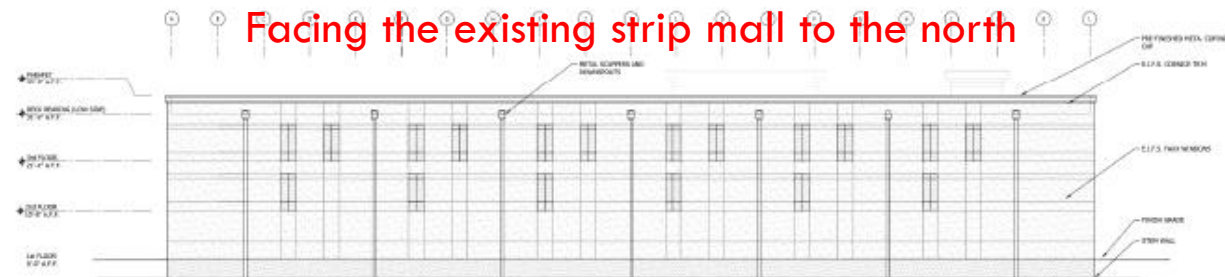
BUILDING ELEVATION - SOUTHWEST FACING

Facing East John St.



BUILDING ELEVATION - NORTHEAST FACING

Facing the existing strip mall to the north



BUILDING ELEVATION - NORTHWEST FACING

CONCEPTUAL
RENDERINGS



BUILDING PERSPECTIVE - COUNCIL PLACE CUL-DE-SAC



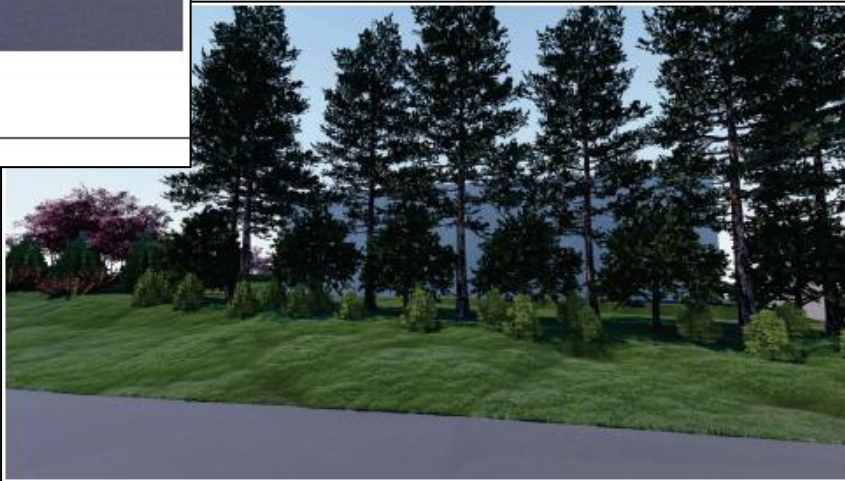
E - E JOHN STREET AND I-485 RAMP INTERSECTION



BUILDING PERSPECTIVE - I-485 RAMP



BUILDING PERSPECTIVE - ADJACENT PARCEL PARKING LOT



BUILDING PERSPECTIVE - E JOHN STREET

TREE CANOPY
PRESERVATION

Tree canopy preservation requirements:

Required tree canopy: 15% (0.225 ac)

Provided tree canopy: 0% (0.000 ac)

Petitioner to utilize payment-in-lieu of required tree canopy per the Town of Matthews unified development ordinance 155.606.7 A.4.

Calculated Payment-in-lieu

METHOD OF CALCULATION FOR PAYMENT-IN-LIEU: The payment-in-lieu shall be calculated by the following formula:	
$TV \times A = PIL$	
Where:	
TV:	The tax value of the property per acre, or 90% of the average tax value per acre of land in Matthews, whichever is less (dollars)
A:	Reduction of required tree save area (acres)
PIL:	Required payment in lieu (dollars)

90% of average tax value of land per acre:
\$158,326.20

Reduction of required tree save area: 15% of
1.5 AC = **.225 AC**

Payment-in-lieu: \$158,326.20

x .225 = **\$35,623.40**

TRANSPORTATION IMPACT ANALYSIS

Summary

Section 155.701.C.10 of the Town of Matthews Unified Development Ordinance requires a Traffic Impact Analysis for proposed developments if established thresholds are met or exceeded. These thresholds include 150 or more peak hour vehicle trips entering and exiting the development, or 500 or more daily vehicle trips entering and exiting the development. Based on the proposed development of a 99,000 gross square foot maximum self-storage facility and the Institute of Transportation Engineers Trip Generation Manual 11th Edition land use code 151, Mini Warehouse, the following trip generation values were produced:

Weekday Daily Trip rate of 1.51 per 1,000 gross square feet produces **150 trips**, 50% in and 50% out.

Weekday Morning Peak Trip rate of 0.10 per 1,000 gross square feet produces **10 trips**, 60% in and 40% out.

Weekday Afternoon Peak Trip rate of 0.17 per 1,000 gross square feet produces **17 trips**, 47% in and 53% out.

The trip counts calculated above are well below the established thresholds and therefore the proposed development will not be required to provide a Traffic Impact Analysis as part of the rezoning process.

STAFF CONCURS WITH THIS ANALYSIS



VISION 8: PROPERLY MANAGED GROWTH AND DEVELOPMENT

The Town of Matthews offers a wide variety of housing types and values, with walkable, distinctive and attractive neighborhoods to help meet the housing needs of all residents. Town leaders have balanced the need for sustained economic development with concerns about over-development.

Objective 2: Determine balance between sustained economic development versus concern of overdevelopment.

- Initiative 2.1: Identify ways to increase and improve community engagement regarding development and decisions made by the Board.
- Initiative 2.2: Consider environmental implications of potential development.
- Initiative 2.3: Continue conversations with elected officials to discuss planning decisions, long term effects and benefits to the community.
- Initiative 2.5: Continue to monitor economic trends to ensure the Town's approach to economic development continues to meet our needs.

STAFF COMMENTS AND OUTSTANDING ISSUES

Planning Department

1. This building will serve as a gateway to the town, the architecture must be done right.
2. Will need a conditional note describing the proposed landscaping on facing I-485.

Police

No Concerns

Fire

Need access to the back of the building (frontage facing John/485).

Public Works

Bike racks for employees needed.

Need the height and depth of landscaping on John/485 frontage.

Parks and Rec

No Concerns